

INTIMATIONS

WANTED.

EUROPEAN Requires Rooms on or near waterfront. Reply stating terms to No. 3017.
C/o "CHINA MAIL" Office.
Hongkong, Oct. 23, 1918.

THE CHINA MUTUAL LIFE INSURANCE CO., LTD.

MR. B. W. TAPE has been appointed General Manager of the Local Agency for Hongkong, Canton and Macao of the above Company, as from the 1st October, 1918, in succession to Mr. LARRY KNOX resigned.
Hongkong, Oct. 23, 1918.

AND-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE THIRTY-SEVENTH ORDINARY GENERAL MEETING of the Company, adjourned on 29th June last, will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., 100, Queen's Road, Hongkong, on FRIDAY, 1st November, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th October to the 15th November, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, Oct. 23, 1918.

MINISTERING CHILDREN'S LEAGUE.

Nov. 2nd.—SATURDAY—Nov. 2nd.

THE ANNUAL BAZAAR under the auspices of the above League, will be held by kind permission in the grounds of Government House, on SATURDAY, November 2nd.

The Proceeds as formerly, will be devoted to Local Charities for Children, the "Outershaw" Club, and Naval and Military Funds for Orphans.

Hongkong, Oct. 23, 1918.

ROYAL HONGKONG YACHT CLUB OPENING CRUISE.

THE OPENING CRUISE of the Season will be held on SATURDAY, 26th November, at the Club House, North Point, commencing at 3.30 p.m. Further details will be advertised later.

D. K. BLAIR,
Hon. Sec. Sailing Committee.
Hongkong, Oct. 23, 1918.

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.
COULOMBIER CHEESE.
COTTAGE CHEESE.
Nourishing and ideal food.
DEVONSHIRE CREAM.
Can always be had.
We supply Junket Tablets on application.

KING EDWARD HOTEL

Central Location

ALL ELECTRIC TRAM FARE ENTRANCE, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fixings, Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 378.
TELEGRAPHIC ADDRESS: "VICTORIA."
J. WITCHELL,
Manager.

VICTORIA CAFE, LTD.

54, Des Voeux Road Central.
Telephone No. 2887.
We guarantee the quality of our bread and cakes.
We use the highest grade of materials in their manufacture.

NEW MUSIC.

ROSE ROOM

YEARNING

HINDUSTAN

SAND DUNES

ROSES OF LORRAINE

ANTONIO, MY BOY

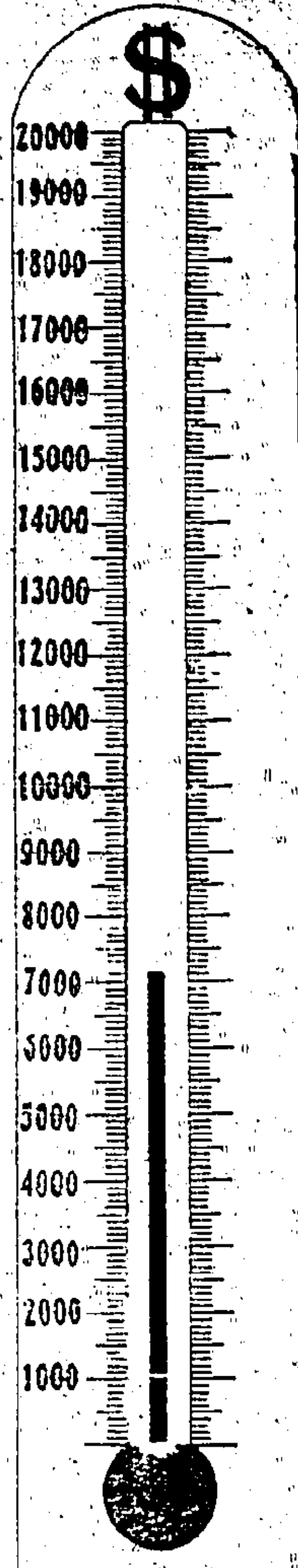
THE ANDERSON

MUSIC CO., LTD.

THE NEW PHONOGRAPH RECORDS.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

INTIMATIONS

LADY MAY'S ROSE FUND



Subscriptions received LAST YEAR by Lady May's Rose Fund, amounted to \$13,861.00 and it is hoped that subscriptions this year will exceed \$20,000. All subscribers will be acknowledged in the newspapers and the thermometer altered to show the amounts received to date. It is hoped that residents in the ports of South China, who will be unable to visit Hongkong on "OUR DAY", will avail themselves of this opportunity to subscribe to the Fund through this medium. All subscribers will receive a special rose.

Subscriptions should be addressed
LADY MAY'S ROSE FUND,
Government House,
Hongkong.

IF HE FALLS WOULD YOU LET HIM DIE?



FIFTY per cent. of the dollars you speculate in the War Bond Drawing is to lift our brave wounded to their feet again. You would fight to the hilt if you could, but as you can't then buy to the hilt. Do the most you can for those who are fighting and bleeding for you. Sacrifice something for the boys who are sacrificing everything, even their lives, for you.

HONGKONG ST. ANDREW'S SOCIETY

WAR BOND TICKETS

31st December, 1918.

Tickets on Sale at all Banks, Hotels, Clubs and Stores.

METALS

of all kinds, especially for shipbuilding and engineering work. Largest and best assorted stock in the Colony.

SINGON & CO.

(INCORPORATED IN HONGKONG)



Just Pure Rich Mellow Virginia Tobacco



The "Three Castles" Cigarettes

THE CIGARETTE WITH THE PEDIGREE

If you smoke a pipe of course you smoke "CAPSTAN NAVY CUT"

This advertisement is issued by The British-American Tobacco Co., Ltd.

THE ATROCIOUS BOCHE.

IRISH SOLDIER'S BRUTAL MURDER.

For sheer callousness the murder of Private J. Sullivan, of the 1st Irish Guards, will long be remembered as evidencing the bestiality of the German nature. Sullivan, who was taken prisoner at Ypres during the early part of the war, was transferred in June 1915, to the camp at Morsburg, and was, in company with other prisoners, employed at work on the Hackpuff Estate. His death on 28th July was reported in the official list by the German Government, who gave no explanation of it.

Noting a paragraph in a German paper, the British Foreign Office demanded a full explanation of Sullivan's death. The reply was that the Englishmen "were unwilling to go to work before six o'clock, but after being told three or four times all went except John Sullivan, who at last attacked the guard, trying to snatch his weapon from him. The guard, forced by necessity, fired on Sullivan, the bullet passing through his right breast and severing an artery, and he died on the spot."

The truth is now reported on oath by two repatriated British N.C.O.s, fellow prisoners of war with Sullivan. "On the 17th July," says the principal witness, "we were sent from our larger to a farm. We were told by the captain of our company before leaving the larger that we should only be employed on very light work from 8 a.m. to 5 p.m. On the first morning we were rounded at 4 a.m. and marched to a cornfield where we worked until 5 p.m., when we marched back to the farm in an exhausted condition. This went on every day until the 20th July, when, being roused from our beds at 4 a.m., we informed the German sentry that as the captain of the company had told us that the work would be from 8 a.m. we should not commence any earlier. The sentry and another soldier fixed their bayonets. The senior sentry in charge then struck me a brutal blow in the face, so the remainder of the prisoners thought it better to proceed to work and filed out leaving me alone with No. 3749, Private John Sullivan, Irish Guards. Private Sullivan had

TO CREATE A NEW EARTH.

PREMIER'S MESSAGE TO WOMEN WORKERS IN PARIS.

At a mass meeting of Allied women war workers held in Paris a message from the Prime Minister was read, of which the following are some passages:—"I was very anxious to be in Paris to the anniversary of the day when women have played in this vital epoch in human history. They have not only borne their burden of sorrow and separation with unflinching fortitude and patience, they have assumed an enormous share of the burden necessary to the practical conduct of the war."

"I believe that they recognise as clearly as any that there can be no peace, no progress, no happiness in the world so long as the monster of militarism is able to stalk unbridled and unchallenged among the weaker people. To them this war is a crusade for righteousness and gentleness, and they do not mean to make peace until the Allies have made it impossible for another carnival of violence to be held."

LECTURES TO TROOPS.

Lord Denbigh, who has been lecturing behind the firing lines on "Germany's War Aims," is very popular with the troops, who flock to hear him in large numbers. He has been giving some interesting facts about Germany's intrigues, notably the attempt to seize Madeira in 1906. In relating some of his experiences on the Sinai Peninsula, he said: "No wonder Moses and his followers got sick of it after 40 years without leave."

COUGHING INTO CONSUMPTION.

Only a cough, but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

The first preparation made for combating severe coughs, cures, and stops that is only a cough, not a pain.

HAEMORRHOIDS.

otherwise Piles, are aggravated by constipation. In many cases when the constipation is dispelled by Pinettes the Piles dry up and disappear.

PINETTES.

the daily little Pile Cure, is a laxative, also cures biliousness, indigestion, colic, liver, and gall bladder troubles, and is a most reliable remedy for all ailments.

HOW OFFICERS AVOID SALUTES.

If one happens to follow in the wake of an officer of similar rank through a crowded thoroughfare one can understand why he prefers to get about in a car, even when he may not conscientiously consume official petrol, remarks a "London" contemporary. Between Wellington Avenue and Chancery Cross about noon time yesterday a major-general received and punctiliously returned 57 salutes from men and junior officers. The only escape he had was when encountering the Navy and the Air Force. Being now an independent man the K.A.F. apparently ignore the existence of any outsiders in uniform.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.L.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners' Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACTIVELY CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

THE HONGKONG & WHAMPOA DOCK AND SHIP REPAIR WORKS.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers

High Class English Jewellery

BLUE BIRD
CONFECTIONERS
& CATERERS
ICE CREAM
PARLOUR.



HOT and COLD
DRINKS
DEALERS IN
Gin, Whisky and Orange
Blossom
American Chocolates
Assorted Fancy Cakes.
Also
Old Port, Brandy, Liqueurs,
Queen's Road, & Feller Street.

WE HAVE RECEIVED NEW STOCKS OF

ROSE COLD CREAM

VANISHING COLD CREAM

Ideal Toilet Requisites.

Price 60 cts. per pot.

LIQUID TAR SOAP

A Fragrant Preparation for Toilet use and for Shampooing.

Price \$1.00 per bottle.

THE VICTORIA DISPENSARY,

32, Queen's Road Central.

Phone 228.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA.



Made in units ranging from 25-3000 c.p. Emits a brilliant white light of unequalled strength.

Obtainable from the principal Electrical Contractors.

FOR WHOLESALE APPLY TO

HOLLAND-CHINA TRADING CO.,

HONGKONG & CANTON.

SOLE AGENTS FOR SOUTH CHINA.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

MONDAY,

the 28th October, 1918, commencing at 2.30 p.m., at No. 7, Torres Buildings, Kimberley Road, Kowloon.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c., therein contained.

Consisting of:—
Sideboards, Dinner Waggon, Table and Chairs, Cutlery and Glassware, &c., &c., Chesterfield Sofa and Chairs, Blackwood Cabinet and Table, Japanese Matting, &c., &c., Large Double Wardrobe, Bureau, Chests of drawers, Toilet Sets, &c., Two Brass-mounted Double and One Single Beds, Shanghai Bath and Bathroom Requisites, Cooking Stove and Chicken Coop.

Also
TWO PIANOS by MOETRIE, SHANGHAI, both in good condition, "one practically new."

Electric Fan, Heater, Electric Lights, and Sundries.

N.B.—This Furniture consists of nearly all Famed Teakwood, practically new, and of modern design.

On view from the 27th. Catalogue will be issued.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 21, 1918. 857

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 29th Oct., 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Bedsteads, Pillow Cases, Tray Cloths, Table Covers, Table Centres, Dressing Table Covers, Single and Double Plain and Embroidered Sheets, White Satin Quilt, Pure Linen Damask Serviettes, Bath Towels, Turkish Towels, Glass Cloths, &c., &c., &c.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 23, 1918. 857

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 29th Oct., 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c., AND AN ASSORTMENT OF USEFUL HOUSEHOLD GOODS.

As follows:—
Chesterfield, Sofa and Arm-chairs (new), Folding Land and Occasional Tables, Upholstered Mattress, &c., Bed-room Furniture, comprising House Twin Bedsteads, Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea Tables, &c., Utensils, Crockery, Glass Ware, Looking Glasses, Cutlery, Toilet Sets, &c., Bath Room Utensils, Sundry Electric Plated Ware.

Electric Heating Lamp, Blackwood and Teakwood Bureau, a quantity of Blackwood Furniture, including large Blackwood and Teakwood Chests, Chairs, Cabinets, &c., Engravings, Pictures, Brass Vases, &c., &c., Trunk Police and several carpets, cow and second-hand (one 20 x 18).

Also
12 Bore Hammer Guns and 1 Book Rifle, Lady's Bicycle (new).

A small collection of Stamps to be sold in one lot.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 23, 1918. 857

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 29th October, 1918, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One CABINET GRAMAPHONE with Records (Robinson Piano Co.) Nearly New.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 23, 1918. 871

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

TUESDAY,

the 29th October, 1918, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One 3-7 H.P. Twin Cylinder MOTOR CYCLE "Indian" in good running order.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 23, 1918. 868

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 1st November, 1918, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE QUANTITY OF HOUSEHOLD FURNITURE, &c., much of which is nearly new.

Comprising:—
Double and Single Wardrobes, Dressing Tables, Washstands, &c., Double and Single Bedsteads, a quantity of Dining Room Furniture, including Dinner and Tea Service, Cutlery and Glass Ware, &c., &c., &c.

Also
A quantity of BLACKWOOD FURNITURE. (Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Oct. 25, 1918. 872

TO LET.

TO LET.

A SHOP in Nathan Road, Kowloon.

Kowloon Marine Lot No. 48, suitable for Coal Storage.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

Hongkong, July 17, 1918. 863

TO LET.

A HOUSE in "Kauksford Terrace", Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, Oct. 2, 1918. 796

TO LET.

HOUSES on Shamshun, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

BANK

THE BANK OF TAIWAN, LTD. (INCORPORATED IN JAPAN)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed... Yen 30,000,000.
Capital Paid-up... " 25,000,000.
Reserve Funds... " 5,800,000.

HEAD OFFICE: TAIFEH, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Fukuoka, etc.

FORMOSA—Keelung, Tainan, etc.

CHINA—Shanghai, Hankow, etc.

OTHERS—Hongkong, Singapore, etc.

Capital and Current Bank London, and South-Western Bank, Paris Bank.

The Bank has Correspondents in the Commercial Centres in Europe, America, China, Japan, India, etc.

Interest allowed on Current Accounts, and Fixed Deposit Accounts, which will be quoted on application.

NAOKIHI YAMAGUCHI, Manager.

HONGKONG BRANCH, 2, Des Vaux Road, Hongkong, Oct. 1, 1918. 855

REPORT OF MINISTRY OF INFORMATION.

WASTEFUL EXPENDITURE AND NO CHECKS.

OUT-OF-DATE LITERATURE.

Strong criticism is directed against the Ministry of Information in the report of the Select Committee on National Expenditure, just issued.

It is explained that a Department of Information was constituted in December, 1918, with Colonel Buchanan as Director-in-Charge, assisted by an Advisory Committee consisting of Lord Northcliffe, Messrs. Burdett, Messrs. R. Donald and G. P. Scott.

Last summer Lord Beaverbrook became a member of the Advisory Committee, and shortly afterwards the committee and the department were placed under Sir Edward Carson's supervision.

In addition there was already in existence a department called War Propaganda Bureau, under the management of Mr. C. F. G. Masterman.

There was also a bureau managed by Mr. Blair through the Home Office out of an Emergency Vote which, the committee were informed, was drawn from the Secret Service Vote. Early in 1918 this bureau was transferred to the Foreign Office.

In October 1917, the Committee pointed out, Mr. Robert Donald, a member of the Advisory Committee (formed to assist the Department of Information, the title by which the Ministry was then known), made a report to Sir Edward Carson criticising severely the management of the department. In this Mr. Donald quoted Sir Arthur Spurgeon's investigation into the work carried out at Wellington House to the effect that this gentleman had satisfied himself that a large part of the expenditure, then at the rate of three-quarters of a million a year and increasing, was wasteful, and that wrong methods were often adopted, with which statements he agreed.

COSTLY BOOK-BUYING.

Mr. Donald further stated that his inquiry into the publishing and book buying system adopted by the Department of Information showed that no effort was made to check cost, and that no uniform principle was followed in buying books, which were purchased at prices fixed on various bases, and on the whole on less favourable terms than an average bookseller would obtain and that the publishers were subsidised quite unnecessarily.

The Sub-Committee to which Mr. Donald's report was submitted, also examined Sir Ernest Shackleton, who was sent abroad by the Department of Information, last October, to investigate the evidence confirmed, the criticisms made in the report of Mr. R. Donald and Sir Arthur Spurgeon as to the inefficiency and unsuitable methods adopted by the Department at Wellington House in procuring propaganda for distribution. He gave an instance of having found 500 tales of from 50 to 80 lbs. each in weight of literature lying in sheds and warehouses, so that when they were distributed they were out of date.

Although there may have been inaccuracies and errors in Mr. Donald's and Sir Arthur Spurgeon's report, the Committee are of opinion that there was considerable foundation for their criticisms, especially with regard to the lack of financial control and wasteful expenditure.

2129,000 IN CABLES.

During the last financial year about 2129,000 was paid for cables, mainly to Reuters Telegram Company, Limited. This was criticised by Mr. Donald, and the Committee think, rightly so. It appears that no written agreement was entered into with the company, but it is understood that steps are now being taken to place the matter on a proper basis. The position of Sir Rodrick Jones, who is both managing director of Reuters and also a high official on the staff of the Ministry of Information, is, they say, on principle open to objection.

Mr. Gale Thomas, assistant director in charge of finance and establishment, a permanent civil servant, formerly of the staff of the Charity Commission, was also examined by the Sub-Committee. He is now responsible to Mr. Stavert, late director of the Bank of Montreal, who has recently been appointed accounting officer.

The number of officials and staff is 185. The Sub-Committee were informed that many of the principal officials gave their services free.

Mr. Thomas's position did not require him to report excessive expenditure to the Treasury but to the heads of the various departments, who decided whether or not the expenditure was excessive. Only in cases requiring Treasury sanction is reference made to them. He estimated expenditure for the current year at somewhere between £2,000,000 and £1,500,000, and thought it likely to increase.

UNOCCUPIED LAKES.

The Sub-Committee were informed that in some cases the heads of departments, who are often of high business position, giving their services voluntarily, or being paid, having the advantage they desire to pay themselves by the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

It was said that difficulty had arisen with regard to payments made abroad. Payments were promised by the Foreign Office, but no notification was given to the Treasury, holding the opinion that they were better paid to judge as to the amount of salary which should be paid.

The Committee, however, consider that the right of the Treasury to control salaries shall be fully maintained.

THE COMING OF THE AIR AGE.

ORGANISING AN "AIRWAY."

TO THE "AIRWAY."

High speeds, such as can be obtained in aerial travel, are not in themselves sufficient. We must also have safety and dependability. Can these be secured? The answer is that they can, but only as a result of the most efficient and careful organisation.

On a fine day an aviator merely requires a ground from which to start and a suitable alighting point when his journey is done. It is possible that his motor may fail while en route, and that he may have to make a forced landing; but, even so, with the atmosphere clear and other conditions favourable, he should be able, as a rule, to bring down his machine without accident. The question of navigation, when the weather is fine, need not trouble him at all; he has map and compass, and should be in no doubt at any time, he can make a direct visual observation of the ground, and pick up a landmark which will tell him infallibly where he is.

But immediately weather conditions are bad, or even partially unfavourable, the whole problem is changed. If a pilot has engine failure when the air is misty, or the wind very high, he may be unable to reach a suitable alighting point, and may have a bad crash. Also, an even greater menace, he may lose his way in mist or fog; or a side-wind may drift him off his course. Bad weather, indeed, and particularly the existence of mist, fog, or low-lying clouds, may turn a safe and simple cross-country flight into an expedition of very considerable danger.

BAD WEATHER FLYING.

Readers should not, however, jump to the conclusion that an air service will only be possible on days when the weather is fine. This would be the case, it is true, if a pilot was simply told to leave one aerodrome, near London, and attempt to reach another, near Paris, without any ground organisation to help him. But it is precisely in this matter of ground organisation that bad-weather flying will be made possible. Aerial transport companies will not organise for fine weather. What they will organise for is bad weather—for the maintenance of a service even when there is mist, rain, fog, cloud, or a gale of wind.

It is in this preliminary organisation that much might be done, even while the war continues. Pilots and machines cannot be spared for any experimental commercial service—so the Air Ministry has ordered. But time should certainly be spared by the Ministry, in collaboration with the industry, to decide at once on certain routes, and then to put in hand the "ground" organisation which will be necessary before any day and night air service can be run over such routes. It will be noted that I have mentioned night flying. This will be essential in the transport of mails. It should be possible to carry the night mail from London through to Italy; and, by doing so, to save a whole day in the delivery of such a mail. But night flying, except in ideal weather, will be impossible without the fullest organisation.

The keynote of organisation, on a defined aerial route, is to arrange along it a chain of emergency alighting grounds, each being so near to its neighbours that, provided a pilot is flying high enough, he will be able to glide down to a safe landing on one or other of these grounds, at any moment during a flight should his motor fail. As to what this would actually entail in practice, it may be mentioned that, if a pilot maintains the reasonable flying height of about 8,000 ft., a landing ground every ten miles along a route would ensure him a safe landing, even should his motor break down when he was, exactly midway between two grounds.

The advantage of a chain of grounds, apart from removing the danger of bad landings and the breakage of machines, will be shown also in the following way. Each ground will be numbered and will have a telephone; also, in the case of an express mail service, relief machines will be placed at chosen points along the route. Therefore, assuming a pilot who is carrying mails descends through engine failure on one of the numbered grounds, he will go at once to the telephone, explain where he is, and if his craft cannot be repaired immediately, a relief machine will be sent which will pick up the mail and continue the flight—a very short time only having been wasted by the breakdown.

Again, in foggy or misty weather, when ordinary flying would have to be abandoned, the existence of an organised airway will permit a service to be run. The system most favoured in combating fog is to send up from each of the emergency grounds a kite balloon, which will float above the fog belt almost invariably, carrying and forming for the pilot a chain of easily observed objects which will guide him on the night. It is fairly common for a pilot to lose his way through the fog after leaving the ground and arrive at a point where he would not have been able to land.

DIFFICULTY OF FOG FLYING.

But, even this being the case, there is the question, of course, of landing. This is the greatest difficulty in fog flying. Getting away presents no real difficulty; nor does navigation above a fog, provided there are the guiding balloons, which would be illuminated at night. But when a pilot has identified his alighting point, by means of the balloon flying above the fog, he must then dive down through the fog to make his landing, and if the fog is very thick it may be difficult for him to judge the exact moment of his contact with the ground. Already, however, during the war, experience has been gained as to this problem, though it is obvious that such data cannot be mentioned here. But what may be said is that, though there is controversy as to the best type, colour, and position of the light used; there is no doubt at all that it will be possible to devise a lighting system which will bring a commercial aircraft to a safe landing even when the ground is heavily obscured by fog; while science may not find it impossible, over the limited area of an alighting ground, to disperse a fog altogether.

In commercial night-flying, a chain of landing grounds will be imperative. Each will be lighted at night, thus creating an illuminated aerial way, along which a pilot should without difficulty steer his course. On high ground, also, there will be lighthouses, each showing a distinctive beam, while main aerodromes will, of course, be specially identified.

What, it may here be asked, about gales of wind? Will not these prevent flying? The answer is that they will not, unless there should be a gale of such exceptional severity as sometimes, in winter, interrupts communications with the Continent. No ordinary gale, after the way, will do more than delay the multi-engine aircraft, developing thousands of horse-power, which we shall be using on the main commercial routes. As to any peril from winds, any risk of machines being overturned or rendered uncontrollable, this will practically cease to exist. Power, weight, momentum, all will come to the aid of a multi-engine machine. The broad fact, indeed, which is now established, is that wind, unless it rises to something like a hurricane, will not prevent an air service being run; though if such a wind is a direct head-wind, it may lengthen appreciably the time taken by a flight. In the case, however, of any commercial time-schedule, an allowance is always made for adverse winds.

CROSSE & BLACKWELL CONFIDENTLY RECOMMEND

C & B MIDLOTHIAN ROLLED OATS

A clean, tempting food, giving stamina—specially called for Breakfast.

AS THE BEST PREPARATION OF OATS

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE

COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHÆA, DYSENTERY, and CHOLERA.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; saves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Sole Manufacturers: I. T. DAVENPORT, Ltd., London, S.E.

1/1, 2/9, 4/6.

1/1, 2/9, 4/6.

1/1, 2/9, 4/6.

1/1, 2/9, 4/6.

TELEGRAMS.

(Continued from Page 1.)

NEW BRITISH ATTACK.

DAY LONG ADVANCE.

THOUSANDS OF PRISONERS AND MANY GUNS.

London, Oct. 24.
Field-Marshal Sir Douglas Haig reports:—

This morning's attack was by English and Scottish troops of the Third and Fourth Armies between the Sambre Canal and the Scheldt River, southward of Valenciennes.

The country is difficult and the many streams, villages and woods were mutually defended.

During the assembly period in the early stages of the battle, hostile artillery was most active with high explosives and gas shells.

Our troops, all day long, advanced, despite the resistance especially of artillery and machine-guns. The infantry advanced for some hours before dawn, penetrated the enemy's trenches on the whole front and captured the important village of Emauville in the Forest of Romeries.

On the extreme right, strong resistance was met at the fortified farm of Gharbiermont and the railway halt nearby, but it was overcome.

On the left, the English crossed the Harpue River and captured North.

During the morning, we pressed the attack on the whole front, carrying the enemy's positions to a depth of over three miles driving him out of many strongly-defended villages, farms and woods.

The English of the Twenty-Fifth Division had hard fighting at Bois l'Évêque and made good progress through the wood.

East County troops, of the Eighteenth Division, advanced three-and-a-half miles and captured Boussies.

British and Scottish of the Twenty-First and Thirty-Third Divisions secured crossings of the Harpue at Vendegies wood and captured Vendegies village.

Other English troops, with the New Zealanders on their left, reached the outskirts of Neuville and established themselves on the high ground north-westward of the village.

Further north we captured Escalmain.

We took several thousand prisoners and captured many guns.

The advance is continuing on the whole front.

SOME SHARP FIGHTING.

LATER.

Field-Marshal Sir Douglas Haig reports:—

Sharp fighting continued on Wednesday afternoon and evening on the battle-front to the south of Valenciennes.

We expelled the enemy from Boudes wood, and captured Neuville, Saleschies, and Beaudignies, securing crossings of the Escaillon river at the latter place.

The enemy in the evening counter-attacked us vigorously opposite Vendegies, with strong artillery support, but was repulsed.

Our attack was resumed on the whole front this morning between the Sambre-Oise Canal and the Scheldt.

Northward of Valenciennes we cleared the enemy out of Derpismes Forest and captured Thiers Hauterive and Thant.

Determined local fighting occurred to the west of Tournai without material change in the situation.

AN IMPORTANT VICTORY.

London, Oct. 24.
Reuter's Correspondent at British Headquarters telegraphs:—

Yesterday's victory by the Third and Fourth British Armies was infinitely greater than is expressed by the high hauls of prisoners and guns. It is merely a question of time before Valenciennes is won. The weather is favouring us. An east wind in day is the good.

Paris, Oct. 25.
A Paris correspondent says that the British have captured the Hunz.

THE BATTLE FRONT EXTENDED.

ENEMY RESISTANCE OVERCOME.

OVER 7,000 PRISONERS TAKEN IN TWO DAYS.

London, Oct. 25.
Field-Marshal Sir Douglas Haig reports:—

We extended the battle-front, this morning, to the south as far as the Scheldt, at Thiant.

Along the whole battle-front, between the Sambre Canal and the Scheldt we overcame the enemy's resistance. Our advance continued and there was hard fighting at a number of places.

On the right, the Sixth Division reached the eastern edge of the Bois l'Évêque and captured Ois. Northward of that place we are approaching the western outskirts of Mortal Forest and have captured Robersart.

In the right centre attack, we continued to advance successfully in the neighbourhood of Lo Quesnoy and captured Poix-du-Nord and Les Tuilleries and progressed beyond towards Engle Fontaine.

The Thirty-Seventh Division captured Ghiesgules after a sharp struggle, the enemy defending determinedly the crossings of Escaillon and thereabouts.

We secured crossings at Beaudignies which is in our possession. Here vigorous resistance was overcome by New Zealand troops who in this locality captured a number of batteries, including heavies.

The English on the left centre captured Ruesnes, and are within a short distance of the Le Quesnoy-Valenciennes railway northward of this village.

There was heavy fighting on the high ground northward of Beaudignies, which we held also in the neighbourhood of Vendegies-sur-Baillon.

The enemy is still resisting in the latter village.

The English and Scottish on the left forced the crossings of the Escaillon river between Verchies and Thant and gained the high ground eastward.

The Fourth Division, after hard fighting, captured Verchies and Monchaux. The Fifty-First Division on their left cleared the enemy from the east bank of the river and advanced to the western outskirts of Maing, in face of heavy machine-gun fire.

The hostile resistance was particularly stubborn on this sector. Severe casualties have been inflicted upon the enemy in the course of these operations.

We have captured since October 23rd over 7,000 prisoners and over 100 guns.

We have reached the general line of the Sambre-Oise Canal, due east of Le Cateau, the western edge of Morcel Forest in the neighbourhood of the Le Quesnoy-Vendegies-sur-Baillon-Scheldt Canal at Maing.

We progressed locally and took prisoners on the Valenciennes-Tournai sector.

BATTLE PROGRESSING SATISFACTORILY.

London, Oct. 25.
Reuter's Correspondent at British Headquarters, telegraphing yesterday evening, states:—

Between Bois l'Évêque and the Scheldt, the battle is progressing satisfactorily and the Second Army has made a slight advance.

Northward the French have taken Fort-de-Waerthem.

The First Army also attacked this morning and crossed the river at various places.

The principal opposition was encountered at Verchies and Monchaux.

These crossings bring us into the clear country south of Valenciennes.

BELGIANS REPULSE HEAVY COUNTER-ATTACK.

London, Oct. 24.
A Belgian communiqué states:—

The enemy late yesterday attacked our lines along the northern part of the Derivation Canal. Several assaulting columns, supported by violent artillery, attempted to debouch by Steenbrug, Moerbeke and Bassevelde. They were repulsed.

HEAVY ENEMY LOSS.

London, Oct. 24.
A Belgian communiqué states:—

The enemy late yesterday attacked our lines along the northern part of the Derivation Canal. Several assaulting columns, supported by violent artillery, attempted to debouch by Steenbrug, Moerbeke and Bassevelde. They were repulsed.

WINTER RAGING PROHIBITED.

London, Oct. 24.
Owing to railway difficulties the Government has prohibited winter racing.

PROGRESS BY THE FRENCH.

London, Oct. 24.
A French communiqué states:—

On the Oise Front we crossed the Canal east of Grand Verly. Despite enemy counter-attacks our elements maintained themselves on the east bank.

Between the Oise and the Serris the struggle was also lively in the region of the railway north of Meusecourt.

FRENCH MAKE BIG ADVANCE.

London, Oct. 25.
A French communiqué states:—

On the Oise Front we crossed the canal opposite Longchamps, between the Oise and the Serris. We attacked and made a big advance, despite resistance, south of Origny St. Eloi and north of Villers-Sec.

On the right, we reached the La Ferté-Therres road at Ferrières farm, taking several hundred prisoners.

BRITISH CAPTURE TEN VILLAGES.

London, Oct. 21.
10 p.m.

The British continue to push their advance.

The Third and Fourth Armies progressed five kilometres on Wednesday on the whole front from Le Cateau to Solesmes and captured ten villages.

They pushed forward the line a distance of from 2,500 to 3,000 metres on the Le Quesnoy-Landécies road.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

The British are still pursuing the retirement of Tournai and Valenciennes and hold almost the whole course of the Scheldt to Tournai.

Between the Oise and the Serris General Debeney made fresh progress.

In two days' fighting he captured 80 guns and 700 machine-guns.

In spite of the violence of the struggle, the French established themselves on the left bank of the Souchy, a tributary of the Serris.

EARLIER TELEGRAMS.

ARMISTICE TERMS.

ALLIED GOVERNMENTS UNANIMOUS.

London, Oct. 23.
Reuter is informed that the Allied Governments are unanimous as regards the terms upon which it will be possible to negotiate an armistice. The terms must include guarantee as regards sea power which the Allies consider of the first importance.

President Wilson never assumed that the evacuation of occupied territories is the only condition precedent to an armistice as the Germans have always argued.

RECRIMINATIONS IN THE REICHTAG.

AMSTERDAM, Oct. 23.
In the Reichstag the National Liberal, Herr Stresemann, following the Chancellor, indignantly referred to the military situation especially in view of past successes.

Herr Westarp (Conservative) regretted the curtailment of armistice before the blockade had been suppressed.

The War Minister, General von Seeckt, alleged that the Allies, not the Germans, fired the exhausted towns, denied that the Germans had carried off the inhabitants and declared that excesses by the soldiers had been punished when known.

THE GERMAN CHANCELLOR'S SPEECH.

ENDORSED BY REICHTAG.

AMSTERDAM, Oct. 23.
The Reichstag after debating the Chancellor's speech unanimously passed a vote of confidence in him.

RIGHT ON GERMANY'S PEACE NOTE.

AMSTERDAM, Oct. 24.
The Frankfurter Zeitung elucidates the ambiguous first paragraph of the German Note by saying that President Wilson now possesses the opportunity, by arranging the time and place to give representatives of the Armies of both sides an opportunity of discussing and arranging an armistice.

A GERMAN-AUSTRIAN STATE.

AMSTERDAM, Oct. 24.
A message from Vienna states that the German deputies in the Reichstag met as a constituent German national assembly and resolved to take measures to form an independent German-Austrian State having a voice in the peace negotiations.

AN INTER-ALLIED DIPLOMATIC COUNCIL.

London, Oct. 24.
The Daily Mail says the Government is collecting the views of representatives of the Dominions concerning armistice terms as they would affect their home interests and their troops in Europe.

It is understood that Colonel House will be head of the "American" diplomatic mission to Europe in connection with the establishment of an inter-Allied Diplomatic Council.

It is stated that Lord Reading has delayed his return to Washington because an assembly of the Diplomatic Council is imminent.

THE GERMAN COLONIES.

MR. BALFOUR'S VIEW.

London, Oct. 23.
Speaking at the Australian and New Zealand Luncheon Club in London, Mr. Balfour alluded to the question of the German colonies. "It was absolutely essential," he said, "that the British Empire's communications should remain safe. If the German colonies were returned, what security was there that their original possessors would not use them as bases for practical warfare? He could see no answer to this question than that, in no circumstances was it consistent with the safety, security and unity of the Empire that these colonies be returned to Germany (Applause). This was not a selfish, imperialistic doctrine. It was one in which the interests of the world were almost as much concerned as the interests of the Empire itself. If we were to remain a united Empire it was absolutely necessary that the ways by which the component parts communicated with each other should never again be at the mercy of an 'unscrupulous Power' (Cheers)."

HERR DITTMANN RELEASED.

AMSTERDAM, Oct. 23.
Herr Dittmann, the German Socialist who was imprisoned in February has been released.

THE EVACUATION OF GHEENT.

AMSTERDAM, Oct. 23.
The Telegram announces that the evacuation of Gheent is in following and the last boats are being towed down the canal to Rotterdam.

AN AID TO DIGESTION.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

When you have a full stomach, it is a good idea to take a little aid to digestion.

THE WESTERN FRONT.

LARGE CAPTURE OF MATERIAL BY THE FRENCH.

London, Oct. 23.
A French communiqué states:—

On the Oise front the artillery on both sides was active.

The First Army captured during the fighting on the 17th October 81 guns, 100 trench mortars, a number of 37-millimetre guns and over 100 machine-guns, etc.

A WINTER TREAT FOR THE GERMANS.

London, Oct. 24.
Reuter's Correspondent at American Headquarters, telegraphing yesterday, says:—

Throughout the winter the Germans are to be subjected to a campaign of exceptional violence and will not be given a breathing spell to recuperate their troops or replenish their supplies.

On seventy-five per cent of the whole Western Front there is offered no real obstacle to the continuance of the fight.

FURTHER PROGRESS BY AMERICANS.

London, Oct. 24.
An American communiqué says:—

North of Verdun we made progress at several points in face of determined resistance and captured Bellen Wood.

East of the Meuse we penetrated Detraes and Waville woods, taking 100 prisoners.

We completely occupied Bantheville, west of the Meuse, and captured 75 prisoners and eight machine-guns.

There was bitter fighting north of Grandpre.

The artillery has been most violent along the whole front. Fifteen enemy aeroplanes were shot down in air-fights. Six American machines are missing.

TRAFALGAR DAY.

AMERICA'S TRIBUTE TO THE BRITISH NAVY.

London, Oct. 23.
Thirty million people attending the Trafalgar Day celebrations throughout the United States passed a resolution paying tribute to the stupendous services of the British Navy to the Allies. The resolution says, amongst other things, that:—

Understanding the full significance of the part the British Navy has been privileged to play in liberating the world from autocracy and misrule and appreciating particularly its gallant and efficient work in transporting and conveying American men and supplies with so little loss as to constitute an achievement which must stand forever among the most glorious annals of the great war, we, the people of America, numbering over thirty millions, assembled in our churches, theatres, lodges and other meeting places, desire this expression of our lasting gratitude and enduring esteem to be conveyed to the Officers and Men of the British Navy and Peoples of the British Empire."

TRIBUTE TO GENERAL ALLENBY'S INDIANS.

London, Oct. 23.
In the House of Commons, replying to Sir J. D. Ross, Mr. Montagu stated that General Allenby's force included over 100,000 Indian troops and that all accounts testified to the courage, discipline and endurance of all ranks.

WOMEN ELIGIBLE FOR BRITISH PARLIAMENT.

London, Oct. 23.
The House of Commons resolved by 274 to 25 votes that a Bill should be passed forthwith making women eligible as Members of Parliament.

DEATH OF THE SAILORS' FRIEND.

London, Oct. 23.
The death is announced of Miss Agnes Weston, D.L. (hon. Glasgow U.). Miss Weston was the founder of the Royal Sailors' Rest at Portsmouth and Devonport.

SUBMARINE WARFARE.

London, Oct. 23.
The Admiralty announces that the British merchant tonnage losses in September totalled 152,000 gross tons and the Allied and Neutral combined losses 83,000.

The aggregate constitutes the lowest monthly sinkings since August 1916, and is below that of the year's monthly average.

The total losses for the three months ended September 30 were 853,000 tons, compared with 984,000 for the previous quarter and 1,500,000 for the corresponding quarter of last year.

The sinkings of steamships exceeding 800 gross tons, between the United Kingdom and overseas ports, excluding cross Channel traffic, were 750,000 tons in September.

LOSSES DURING SEPTEMBER.

London, Oct. 23.
The Admiralty announces that the British merchant tonnage losses in September totalled 152,000 gross tons and the Allied and Neutral combined losses 83,000.

The aggregate constitutes the lowest monthly sinkings since August 1916, and is below that of the year's monthly average.

The total losses for the three months ended September 30 were 853,000 tons, compared with 984,000 for the previous quarter and 1,500,000 for the corresponding quarter of last year.

The sinkings of steamships exceeding 800 gross tons, between the United Kingdom and overseas ports, excluding cross Channel traffic, were 750,000 tons in September.

CHILDREN'S COLDS.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

When your child has a cold, it is a good idea to take a little aid to digestion.

TYPEWRITERS

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, etc.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo	Due Marseilles	Due London

When Passengers change Steamers at COLOMBO Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS
(Non-Transshipment)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID, CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. FAVOURABLE SAILINGS.

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles, if sailing about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs Godard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to.

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
Shanghai, Kobe & Yokohama	Kaga Maru, 13,300 tons SAT., 2nd Nov., 11 a.m.	
Nagasaki, Kobe & Yokohama	Nikko Maru, 9,800 tons SAT., 16th Nov., 11 a.m.	

Shanghai, Moji & Kobe
Kosoku Maru, 7,000 tons TUE., 29th Oct.

London or Liverpool via S'pore, Colombo, Delagoa Bay & Cape Town
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney

New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal.

Bombay via Singapore, Malacca, & Colombo

Calcutta via Singapore, Penang & Rangoon

[Omitting Shanghai and/or Moji]

FOR DATES OF SAILING
APPLY AT THE COMPANY'S
OFFICE.

* Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

Manila, Shanghai, Nagasaki, Kobe,
Yokkaichi, & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

Suwa Maru, THURSDAY, 14th Nov., 11 a.m.

[Omitting Manila, if required.]

For further information apply to

NIPPON YUSEN KAISHA

Y. KORI, Manager

WOMEN IN INDUSTRY.

AFTER-WAR PROBLEMS.

There has just been published the report of a conference between organisers of trade unions, Bristol employers, and others concerned with the industrial employment of women, convened by the British Association for Industrial Reconstruction, on the position of women in industry after the war. It is an interesting publication, full of far-reaching recommendations. It is pointed out that no fewer than 4,715,000 women are at present engaged in industrial occupations. At the end of the war a very large number of these women will be displaced as war industries are shut down, and factories gradually pass from a war to a peace footing. The absorption of scores of thousands of women thus displaced from occupations which they have followed for a long period will create a series of industrial problems of an exceedingly grave character. Whilst many of the women who have entered industrial life for the first time will be anxious, on the conclusion of hostilities, to resume their normal mode of life, a very large number, for one reason or another, will elect to remain in industry. Some will be compelled to do so, owing to the increased cost of living, or because their menfolk will return no more. A definite industrial policy for women workers will thus be needed.

The underlying fact in relation to the status of women in industry is that her position as an industrial worker is, and always must be, of secondary importance to her position in the home. To provide the conditions which render a strong and healthy family life possible to all is the first interest of the State, since the family is the foundation stone of the social system. It is accordingly the duty of the State to ensure that women are only employed in factors in industrial efficiency in so far as the interests of family life and the healthy development of the race are not prejudiced. Whilst the experience of the war has shown that women can adapt themselves to the needs of almost any calling, it is clear that many occupations now being followed by women are unsuitable for the permanent employment of female labour.

Presumably it will be possible for 400,000 women to return to domestic service or small workshops, from which they have been withdrawn, either by the attraction of higher remunerations, or the needs of the country. If, however, women are to be persuaded to enter these occupations in large numbers, the wages, hours, and conditions of work will require very considerable amendment. In particular, the conditions of domestic service will have to be greatly improved, especially on the side of allowing a much greater amount of freedom to those engaged therein. It may be anticipated that the 704,000 women now engaged on munitions work will either have to seek other employment or cease to be industrial workers, at any rate for a time, after the war is terminated; and, in addition to this number, a considerable percentage of the 606,000 who are at present engaged in Government employment other than munitions will no longer be needed. Many women who are replacing men in Government offices and works will have to be willing to give place to the men.

as they return from their military duties, so that in all probability occupations will have to be found for about 1,425,000 women and girls.

CONSIDERED OCCUPATIONS.

After full consideration of the line of policy which should be followed, the following conclusions were reached by the conference—

1.—That the first consideration should be to arrange for the suitable employment of all demobilised men and men discharged from industrial establishments engaged upon the production of munitions of war.

2.—That women should, as a matter of course, relinquish the jobs in which they have replaced men, for reasons directly or indirectly attributable to the war, so long as men are available to fill them.

3.—That the school-leaving age should be raised to 15, in order that juvenile labour may not compete with adult labour during the period of demobilisation and the readjustment of industry to peace conditions.

4.—A determined and sustained effort should be made to attract as large a number of women as possible into those industries which, by reason of their nature, are more particularly suitable for the employment of female labour. Though a complete list of such industries cannot be given, owing to ever-changing processes and methods, instances might be given by way of illustration, such as the textile industries, the food and shoe trade, the printing and allied trades, laundry, garment making, millinery, confectionery, tobacco, the paper, stationery, and allied trades, sections of the pottery industry, work in retail shops, clerical occupations, and domestic service. Many schools are understaffed, and the teaching profession, consequently, can absorb a great many women; and if the school-leaving age is raised to 15 many thousands of extra teachers will be required immediately. It has, moreover, become clear that the land, especially the less heavy and more skilled processes of dairy work, gardening, fruit-growing, etc., offers an expanding sphere of employment for women workers. The wages rates and conditions of work in these and other occupations suitable for the regular employment of women should receive immediate consideration.

5.—The extent to which married women are engaged in industrial employment should be reduced to the narrowest possible limits. Women with dependents (children or incapacitated husbands) should receive adequate pensions, so as to avoid the necessity of their being forced to enter industrial occupations in order to live.

6.—The hours of labour for women engaged in industrial occupations permitted under the Factory Act, 1901, should be drastically reduced. Under the law as it now stands, women may be employed (except on Saturday or its equivalent) for a working day of twelve hours, subject to one and a half hour for meals (or two hours in fertile and certain other factories), and for unbroken spells of five hours' duration, save in textile factories, in which case the unbroken spell must not exceed four and a half hours. These hours are much too long, both in the aggregate and in the length of the spell which may be worked without a break.

The conference expressed the view that the policy of an eight-hour day or five days a week, and four hours on Saturday or its equivalent, making a total working week of forty-four hours, should be adopted. The majority were of opinion that the interests of women will be best served if the operatives in the several industries are organised in unions controlled on the basis of the industry in which their members are employed, irrespective of sex, and that women should be accorded an equal status with men in the branch life and organisation of the unions. "Daily Telegraph."

INTIMATIONS

ASAHI BEER

ASAHI BEER
DAI NIPPON BREWERY COMPANY LIMITED
SPECIALLY BREWED FOR EXPORTSole Agents
MITSUI BUSSAN KAISHA.

JAPANESE MAKERS.

Every kind of Footwear

MADE
TO
ORDER

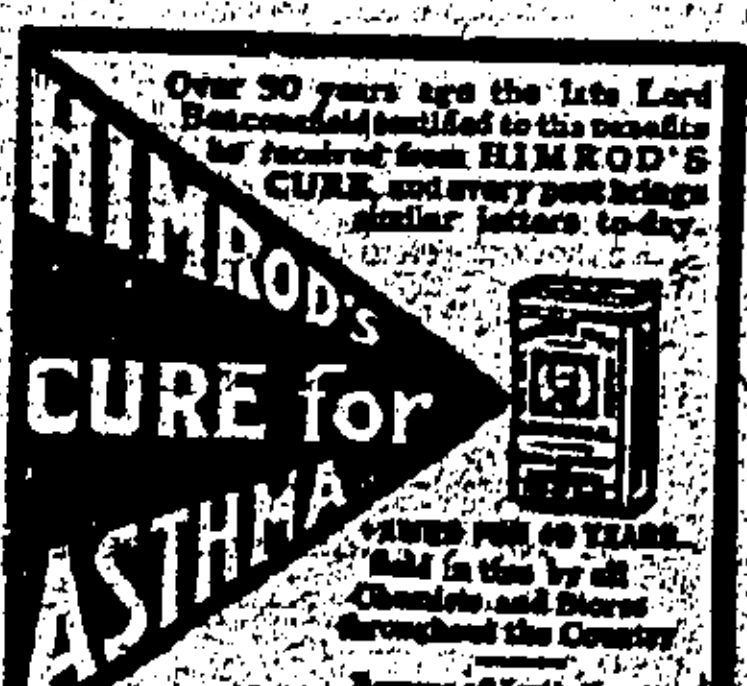
CHERRY & CO.

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.



H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

H.M.ROD'S CURE for ASTHMA

Cure for 40 Years

SHIPPING

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

HONGKONG TO SAN FRANCISCO
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.The Sunshine Belt
The most comfortable route to America and Europe.Sailings from Hongkong to America and Europe:
R.R. "ECUADOR" WEDNESDAY, Nov. 27, 1918
R.R. "COLOMBIA" WEDNESDAY, Dec. 11, 1918
R.R. "VENEZUELA" THURSDAY, Dec. 21, 1918

These Steamers have the most modern equipment including electric fans and electric lighting. ALL LOWER DECKS are staterooms. (All single and two berth staterooms.)

The Safety and Comfort of Passengers is our first consideration. Special care is given to the children, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Tokyo-Kobe-Kanaka and the Canadian Pacific Ocean Services Ltd.
For further information, rates, literature, schedules etc., apply to COMPANY'S OFFICE in Alexandra Building, Canton Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI

MARITIME CORPORATION

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

BANKS

HONGKONG & SHANGHAI

MARITIME CORPORATION

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,000

RESERVE FUND \$1,000,00

WEEPING ECZEMA ALL OVER HEAD

Appeared as Itchy Spot. Had a Watery Appearance. Became Eruptions. Healed by Cuticura.

"I had weeping eczema, the first signs of which was the appearance of an itchy spot on my head. At times it had a watery appearance and quickly spread all over my head which became a mass of eruptions. I had very little sleep and I had to cut up my head by one healed with Cuticura to try them. After using a box of Cuticura Ointment and a box of Soap I was healed. I am now a happy man. I had a letter from my friend, Mr. Thompson, 4, New Lane Place, Leeds, Eng., June 10, 1916. Why not make these fragrant emollients your every-day toilet preparations? Sample Free by Post. Soap to Cuticura Ointment to heal. Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere."

INTIMATIONS

BRITISH GOVERNMENT WAR SAVINGS CERTIFICATES

Applications may be made through the undersigned Banks from whom full information and the necessary forms may be obtained—

CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA
HONGKONG AND SHANGHAI
BANKING CORPORATION
MERCANTILE BANK OF INDIA, LTD.

War Savings Certificates

Value years after purchase Purchase Price
\$500 2387 10 0
250 118 6d.
100 59 3d.

For every 15s. 6d. lent now £1 will be paid in 5 years' time, equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn in full any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the fifth anniversary of the date of purchase, free of income tax, in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General. A fee of 1s. will be charged in respect of each transfer. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller and Accountant General, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 3d. for each 15s. 6d. on the first anniversary of the date of purchase and a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

The £1 Certificate (purchase price 15s. 6d.) is issued in book form. The Certificates for £10 (purchase price £3 10s.) and £25 (purchase price £15 10s.) are issued without books. The £1, £10 and £25 Certificates are on sale at all Post Offices and at most Banks.

Single Certificates for sums from £100 to £500 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished, to the Controller of the Money Order Department, new Certificates will be issued at charge of 1s.

GENERAL POST OFFICE, LONDON, June, 1918.

(For examples of investment in War Savings Certificates, see the other side.)

Examples of Investment in War Savings Certificates

Year	Investment	Value
1918	£100	£100
1919	£100	£100
1920	£100	£100
1921	£100	£100
1922	£100	£100
1923	£100	£100
1924	£100	£100
1925	£100	£100
1926	£100	£100
1927	£100	£100
1928	£100	£100
1929	£100	£100
1930	£100	£100
1931	£100	£100
1932	£100	£100
1933	£100	£100
1934	£100	£100
1935	£100	£100
1936	£100	£100
1937	£100	£100
1938	£100	£100
1939	£100	£100
1940	£100	£100
1941	£100	£100
1942	£100	£100
1943	£100	£100
1944	£100	£100
1945	£100	£100
1946	£100	£100
1947	£100	£100
1948	£100	£100
1949	£100	£100
1950	£100	£100

INTIMATIONS

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutritive value than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agents. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
Head Office: No. 47 and 49, Connaught Road, Central, Hongkong; Telephone 1239.
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone 3338.
Branch Factory: Wing Hing Street, Canton, Bay, Hongkong.
Cable Address: "Hingwah."

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

CHRYSLER
HUTCHINSON
AND
OVERLAND
MOTOR
CARS

TELEPHONE 483.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

SHING KEE CO. SODA MERCHANTS, IMPORTERS AND EXPORTERS.

Castle Soda, Soda Ash, Murate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.
No. 32, DES VUEX ROAD WEST, HONGKONG.

CHINESE OPTICAL COMPANY, 67 QUEEN'S ROAD CENTRAL.

Begs to announce that Dr. TSUNYE E. LEE our Refractionist-in-charge has returned from the North.

A TESTIMONIAL TO OUR WORK has been received from THE LATE PRESIDENT LI YUAN HUNG.
NEW ADDITIONAL OUTFITS AND MACHINERY enable us to offer the public the MOST EFFICIENT SERVICE.
TO SEE BETTER, SEE US.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipways and can accommodate any craft of 200 tons long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 639.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

E. HING & CO. LARGE STOCK OF SHIPBUILDING MATERIALS viz. Steel Ship Plates, Angles and Bars. Also Shipchandlery Articles.

Telephone No. 1118. 25, Wing Woe Street, Central.

EXCHANGE.

Hongkong, October 20, 1918.

On London—
Bank Wire ... 2/3 1/2
On demand ... 2/3 1/2
30 days' sight ... 2/3 1/2
4 months' sight ... 2/3 1/2
Credits, 4 months' sight ... 2/3 1/2
Documentary, 4 months' sight ... 2/3 1/2

On Paris—
On demand ... 433 1/2
Credits, 4 months' sight ... 433 1/2

On New York—
On demand ... 75 1/2
Credits, 60 days' sight ... 75 1/2

On Bombay—
On demand ... 100 1/2
Credits, 60 days' sight ... 100 1/2

On Calcutta—
On demand ... 100 1/2
Credits, 60 days' sight ... 100 1/2

On Singapore—
On demand ... 143 1/2
Credits, 60 days' sight ... 143 1/2

On Manila—
On demand ... 123 1/2
Credits, 60 days' sight ... 123 1/2

On Shanghai—
On demand ... 100 1/2
Credits, 60 days' sight ... 100 1/2

On Yokohama—
On demand ... 143 1/2
Credits, 60 days' sight ... 143 1/2

Gold Leaf, 100 fine (per tola) ... 44 50
Silver (per tola) ... 49 1/2
Silver in Hongkong ... 35 1/2
Chinese Copper Cash ... 5 1/2
Rate of Native Interest ... 7 1/2
Chinese Note, 100 ... 24 1/2

NOTICE.

HIGH-CLASS PRINTING

AND

BOOK BINDING

OUR AT

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS SPECIALITY

Proprietors: Trade Circulars

Programmes, Manuscripts, etc.

Artistically Arranged and

Carefully Printed.

Order Form and Sample Order

particulars.

JUST RECEIVED FLOWER and VEGETABLE SEEDS.

This is the year to have a good garden. Plant a lot of seeds and take good care of the garden. Then you will have every reason to be pleased with the result.

GRACE & CO.,
No. 10, WYNDHAM STREET,
HONGKONG.
P. O. Box 620.

NOTICES TO CONSIGNEES

NANYO YUSEN KAISHA, LTD.

(THE SOUTH SEA MAIL S.S. CO.)

NOTICE TO CONSIGNEES

THE STEAMSHIP "BORNEO MARU."

FROM JAPAN

UNION-KEN ... Cargo are hereby

notified that all goods being

loaded on board the "BORNEO MARU"

at Yokohama and Kobe must be

delivered to the Wharf delivery

office at 10 a.m. on the day of

loading. Goods not so delivered

will be loaded on the ship at the

consignee's risk. This notice is

given in accordance with the

provisions of the Japanese

Shipping Law. DODWELL & CO., Ltd.

Agents.

Hongkong and Shanghai.

LICENSING SESSIONS.

IT IS HEREBY NOTIFIED that a MEETING OF THE LICENSING BOARD will be held in the Council Chamber, on WEDNESDAY, the 27th day of November, 1918, at 12.15 p.m., at which the following applications will be considered under the Liquor Consolidation Ordinances, 1911 and 1917—

No.	Names of Applicants	Description of Licence applied for	Sign of House	Situation of House	Whether the applicant has held a licence to sell liquor in the Colony, and, if so, for how long	Remarks
1	Herbert Nicholas Beaupaire	Publican's Licence	Hongkong Hotel	18, Des Vaux Road Central, and 17, 15, 17, Pedder Street.	9 months and 8 years as Sub-Manager	
2	Job Witchell	"	King Edward Hotel	5, Des Vaux Road Central, and 4, Ice House Street, 3rd, 4th and 5th floors	3 years	
3	Fritz Albert Chopard	"	Astor House Hotel	13, Queen's Road Central	5 months	
4	James Henry Oxberry	"	Palace Hotel	42, 43 and 44, Haiphong Road, Kowloon	8	
5	Mrs. Flora Blair	Hotel Keeper's Adjunct Licence	Peak Hotel	19, Chamberlain Road	8	
6	Tokuo Uryetaki	"	Nomura Hotel	15, 16 and 17, Connaught Road Central	1 year	
7	Mrs. Yoneko Uryetaki	"	Tokyo Hotel	36, 37, 38A, and 38B, Robinson Street	6 years	
8	Tsui Tze Wing	"	Stag Hotel	148 and 150, Queen's Road Central	5	
9	Johuchi Tada	"	Kowloon Tel.	39, Peking Road, Kowloon	2	
10	Tokutaro Miyajima	"	Sushiro Hotel	45, Haiphong Road, Kowloon	3	
11	D. M. Goodall	Restaurant Keeper's Adjunct Licence	Wimans Limited	14, Des Vaux Road Central	3	
12	Tokutaro Ishiyama	"	Iroha Hotel	1 Hauling Lane, Wanchoi	2	
13	Mrs. Nellie Babbage	"	Alexandra Café	16, Des Vaux Road Central	5	
14	Schiehi Yoshizawa	"	Yoshizawa Tokubachi	35, 36 and 37 Praya East	3	
15	Mrs. Yone Namura	"	Hanayama Hotel	22 and 23, Praya East	6	
16	Joe Yamahara	"	"	47, Praya East	1	

25th October, 1918.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KISHIDAKE, YOSHINOTANI,

KOJONAMAE, SANO, KANADA,

SHINHEI, KAMITAMADA, BIRAI,

and OYUBARI COAL MINES.

AGENTS FOR SAKITO COAL.

Head Office: TOKYO.

Branches and

Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moji,

Kure, Kobe, Osaka, Tsuruga, Nagoya,

Yokohama, Tokyo, Hakodate, Muroran,

Osaka, Vladivostok, Peking, Tientsin,

Dairen, Tsingtau, Hankow, Shanghai,

Taipei, Hongkong, Canton, Haiphong,

Manila, Singapore, Calcutta, London

and New York.

Cable Address:

Hongkong: "IWASAKI."

Canton: Haiphong: "IWASAKI."

Codes:—A. B. C. 33 Ed.

Western Union and Bentley's.

Agency for:—THE OSAKA MARINE

& FIRE INSURANCE CO.,

LTD., OSAKA.

For Particulars, apply to—

S. BAYEKL, Manager.

No. 14, PRINCE STREET, HONGKONG.

MARTIN'S APOL STEEL PILLS

A French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

is a French Medical Preparation for the Cure of all Disorders of the Digestive System, such as Indigestion, Flatulence, Constipation, etc.

MARTIN'S

APOL STEEL

PILLS

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

22ND SUNDAY AFTER TRINITY, OCT. 27TH.

Holy Communion (7.30 a.m.)

Matins (11 a.m.)

Responses: Ferial; Venite, Hine

Psalm, Beethoven; Te Deum;

Woodward, Smart and Turle;

Benedictus, Troutbeck; Hymns, 178,

163.

God Save the King.

Litany (12 noon)

Evangelist (3 p.m.)

Responses: Ferial; Psalm, Turle,

Goss; Middle Voluntary, Priere;

Boellmann; Magnificat; Goss (10th

evening); Nunc Dimittis, Salver;

(3rd morning); Hymns, 230, 232,

327.

God Save the King.

Evening Prayer at 8 p.m.

Responses: Ferial; Psalm, as set;

Magnificat; Barby; Nunc Dimittis,

Hymns, 336, 338, 474 (First